

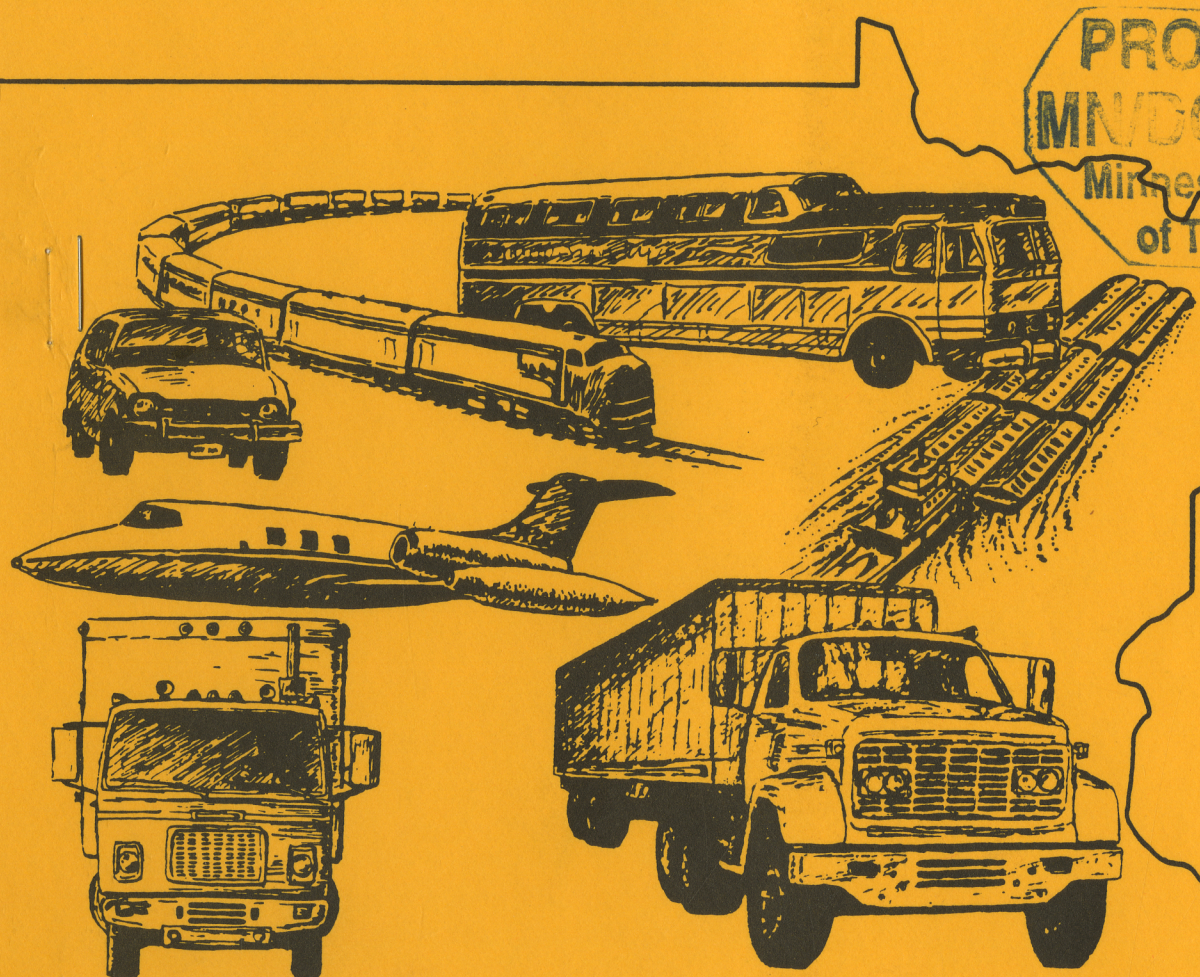


Transportation Analysis

TA-M376

TH 94 from CSAH 152 to CSAH 30

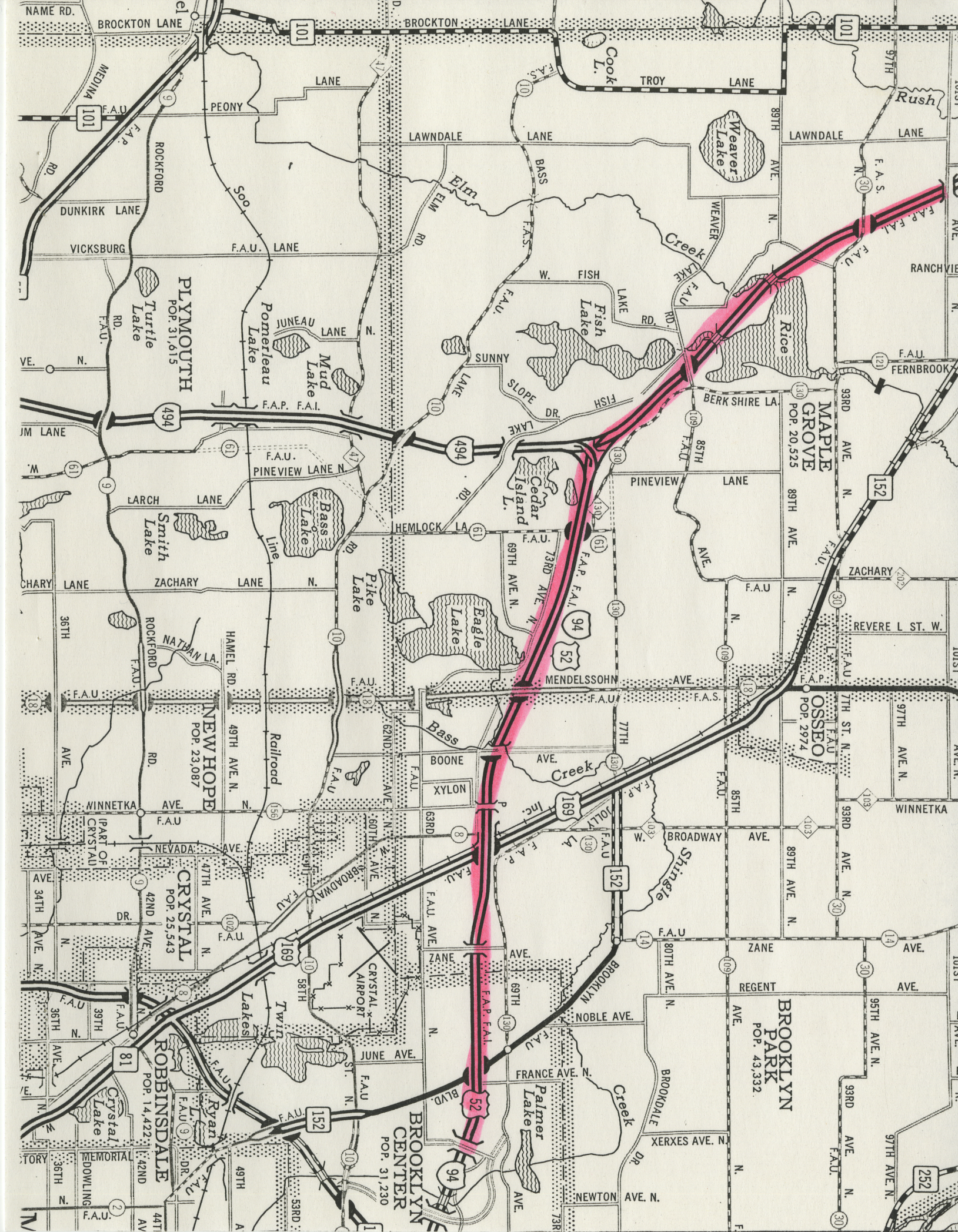
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THE MINNESOTA DEPARTMENT OF TRANSPORTATION
PROGRAM MANAGEMENT DIVISION
TRAFFIC FORECASTS SECTION





DEPARTMENT OF TRANSPORTATION

STATE OF MINNESOTA
OFFICE MEMORANDUM

TO : Timothy A. Henkel
Transportation Planner
Metro District - Golden Valley

August 20, 1990

FROM : George Cepress, State Traffic Forecast Engr. 296-0217
Traffic Forecast Section

SUBJECT: TA-M376
TH 94 from CSAH 152 to CSAH 30
TH 494 from TH 94 to CSAH 10

This report covers the following items in regard to the above subject routes:

- * Projected Average Weekday Traffic (AWDT) volumes for the year 2010.
- * Peak Hour Traffic (AM and PM) volumes for the year 2010.
- * Projected Heavy Commercial Average Weekday Traffic (HCAWDT) volumes for the year 2010.
- * Conclusions regarding the traffic impacts of extending TH 610 from TH 169 to TH 94.
- * Projected 2010 AWDT, AM and PM Peak Hour volumes if either a half or full diamond interchange at Zane Avenue/TH 94 were to be constructed.
- * Peak Hour factor that demonstrates the effects of building a High Occupancy Vehicle (HOV) lane on TH 94.

The following data sources were used in the compilation of this report:

- * Historic Average Daily Traffic (ADT) volumes from State Traffic Flow maps.
- * Numerous 48 hour machine counts from 1985 through 1989.
- * Several field trips to the area by Traffic Forecast Section staff to examine land use and perform short counts.
- * Computer model assignments of 1988 and 2010 AWDT and PM Peak Hour to the future 2010F/4A3 road network.

- * Loaded links, trees and turns for the links and zones which have a major traffic impact on the subject routes.

- * Previous Mn/DOT Traffic Analysis Reports on the subject:

- a. TA-M348, TH 94 from TH 494 to Shingle Creek Parkway, Jan. 1987.
- b. TA-M373, TH 101 from TH 10 to TH 94, Dec. 1989.

The first three schematics in this report show 2010 AWDT, AM and PM Peak volumes for the mainline, intersecting roads and all of the interchange ramps and loops. These schematics also show HCAWDT volumes for the mainline.

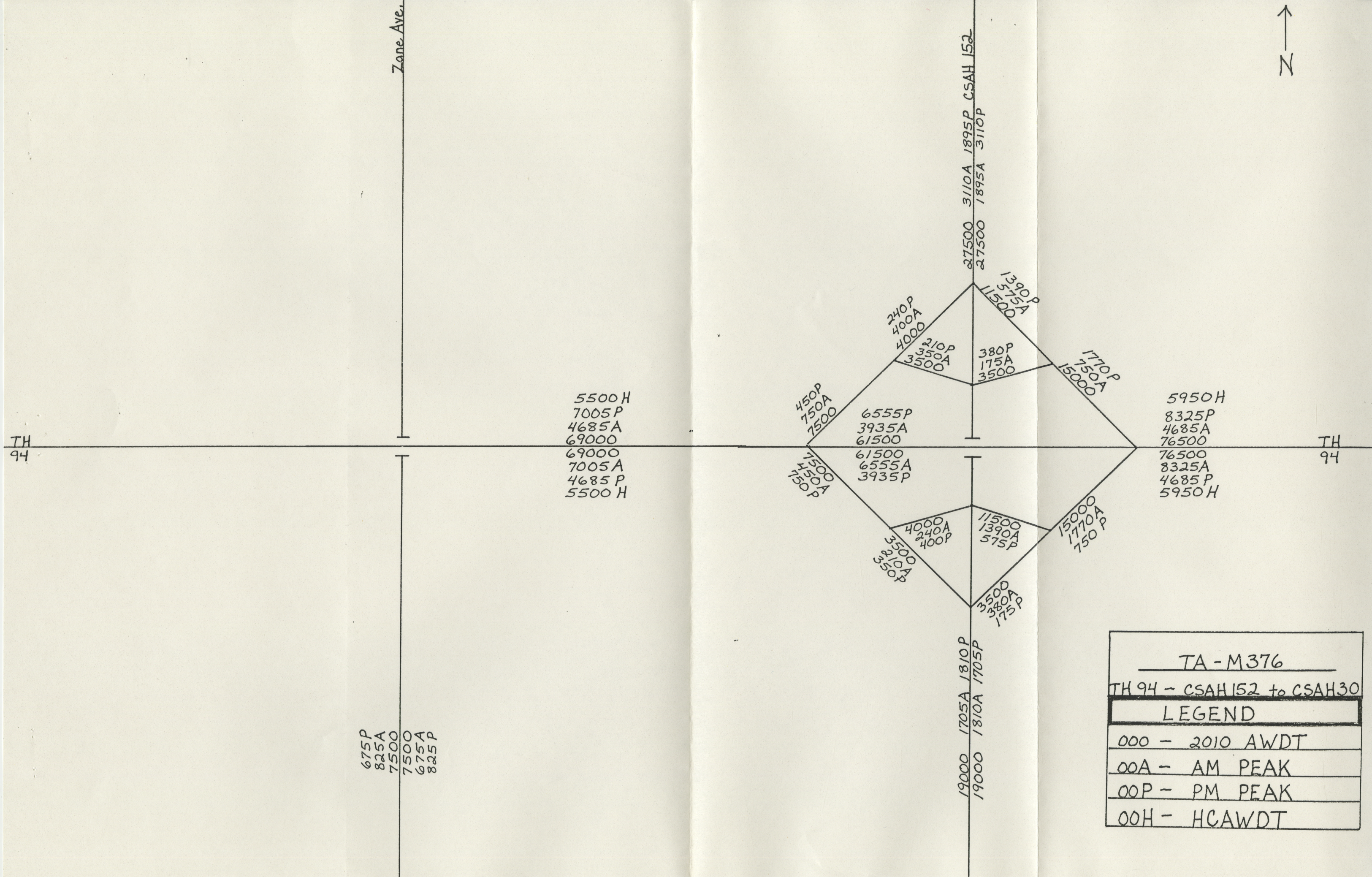
The fourth schematic labeled TA-M376 Alt. 1, represents 2010 AWDT and Peak Hour volumes if a half diamond interchange to the east were to be built at TH 94/Zane Avenue. The two schematics labeled TA-M376 Alt. 2 (Figures 1 & 2) show 2010 AWDT and Peak Hour volumes if a full diamond interchange were built at TH 94 and Zane Avenue.

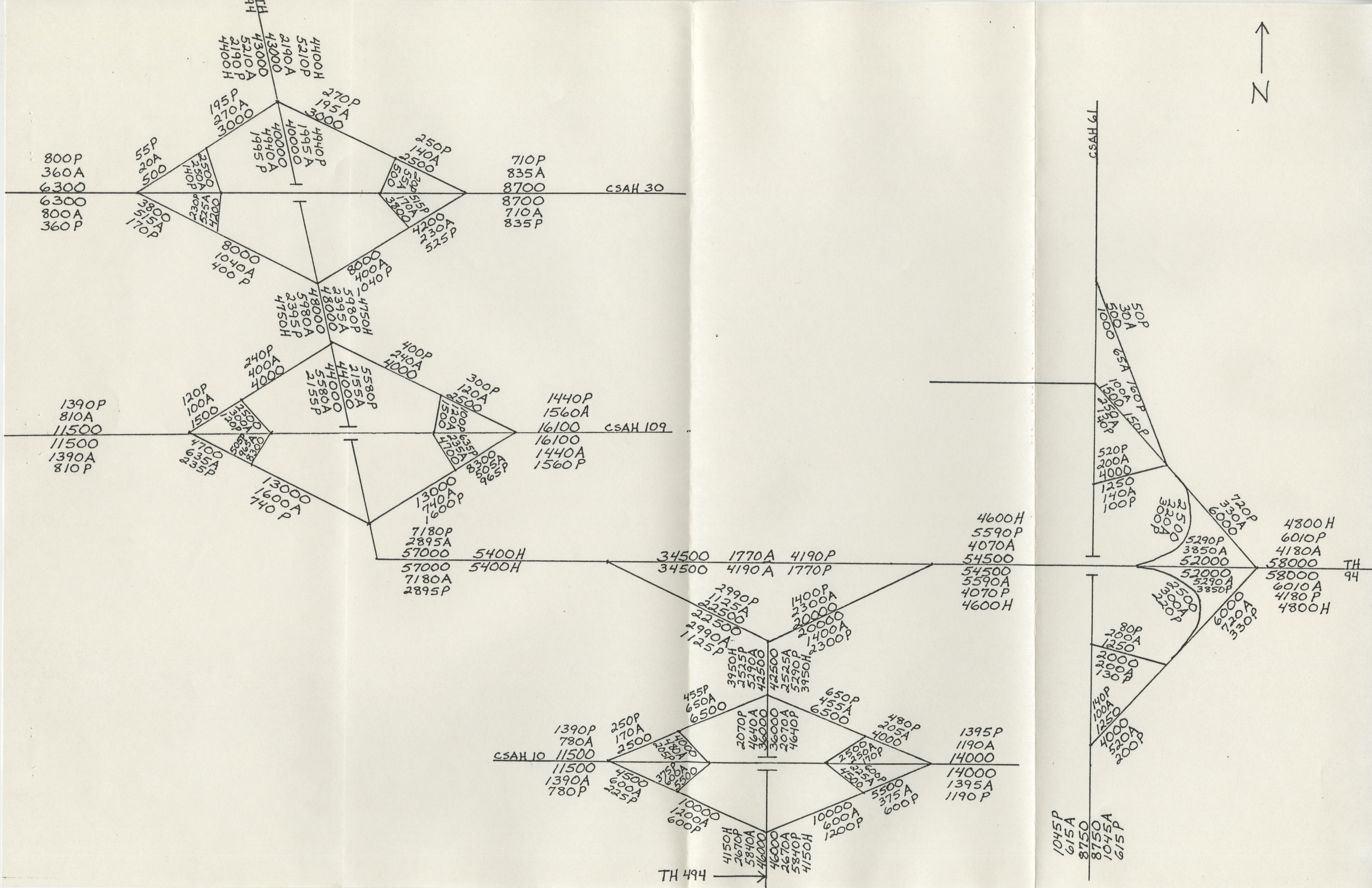
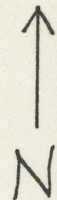
The effects on 2010 AWDT of extending TH 610 from TH 169 to TH 94 are shown in Figure 3. Figures 4-7 show the speeds on pertinent links on TH 94 and TH 610 for various level of service assumptions. Examination of the volumes presented on Figure 3 indicates that the extension of TH 610 from TH 169 to TH 94 has no significant effect on TH 94 mainline volumes contained in this report.

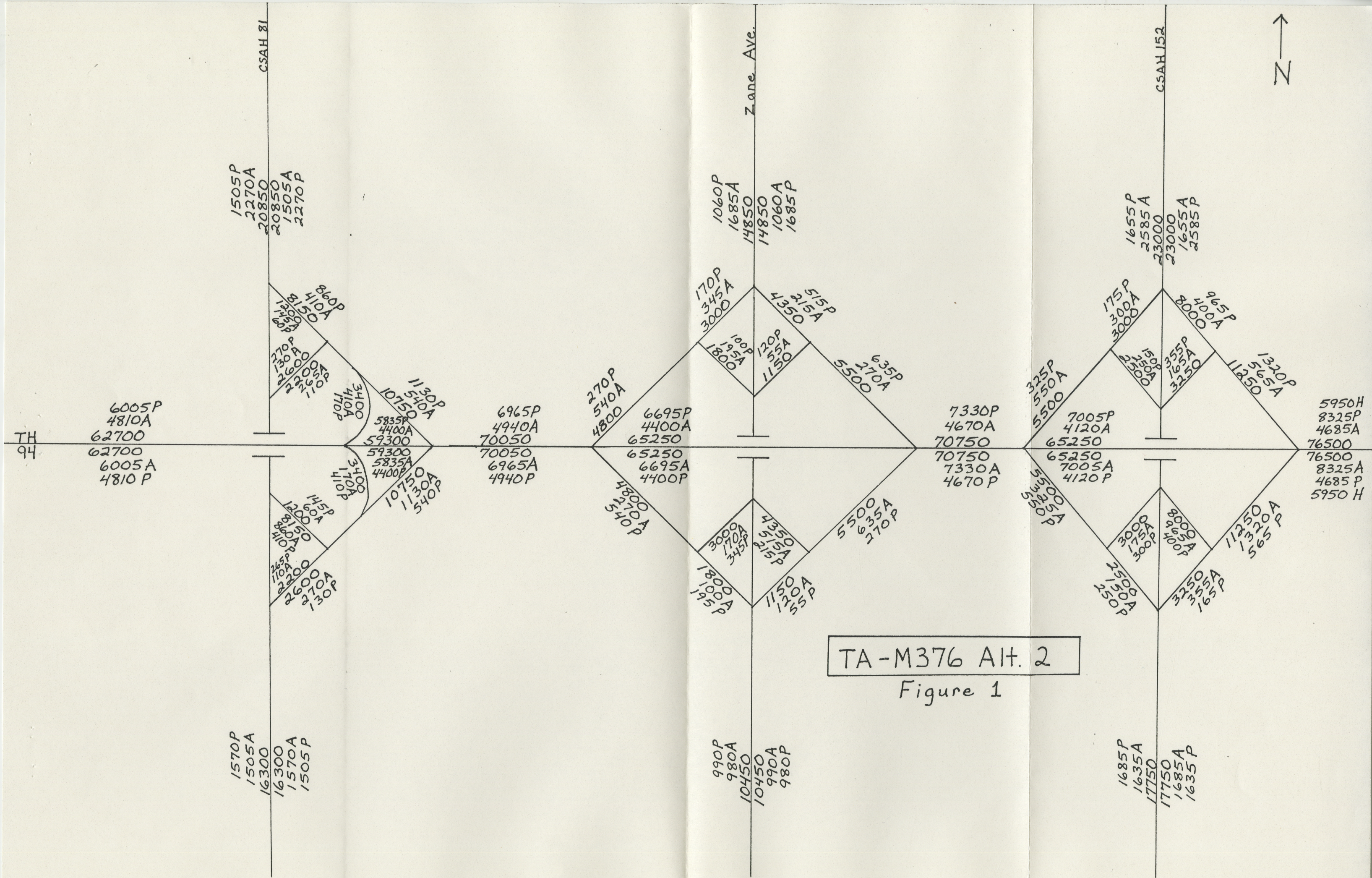
The factor used to determine the effects on Peak Hour Traffic volumes after the addition of a HOV lane is shown in Figure 8. The factor was derived in a 1988 California study in a high volume suburban travel corridor.

If you have any questions about this report, please call Jim Page at (612) 296-1626 or Tom Nelson at (612) 297-1194.

Enclosure







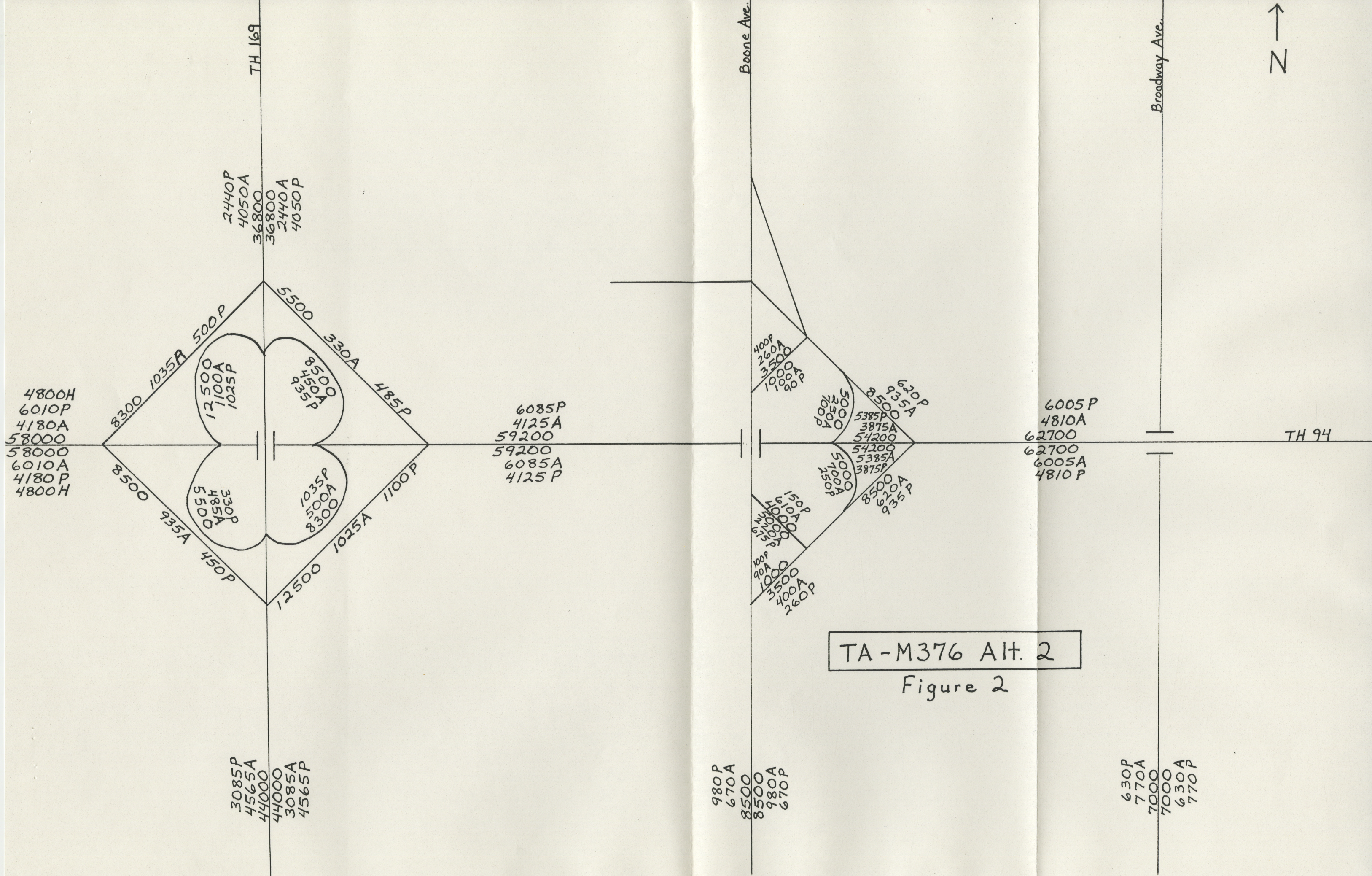
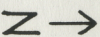


Figure 4



8346
8662
10389

254H 109

124830
123785
123687
122532

2010F 2-Way AWDT

000 - 2010F / 4A3 (w/10 not extended) //

000 - 2010F / 4A3 (with 610 extended) // Itt.1

000 - 2010F/4A3 (with 610 extended) Itt.2

000 - 2010F/4A3 (with 610 extended) Itt.3

74312
74311
74226
74087

C5AHL10

TH 494

CSAH 61

TH 169

Boone Ave.

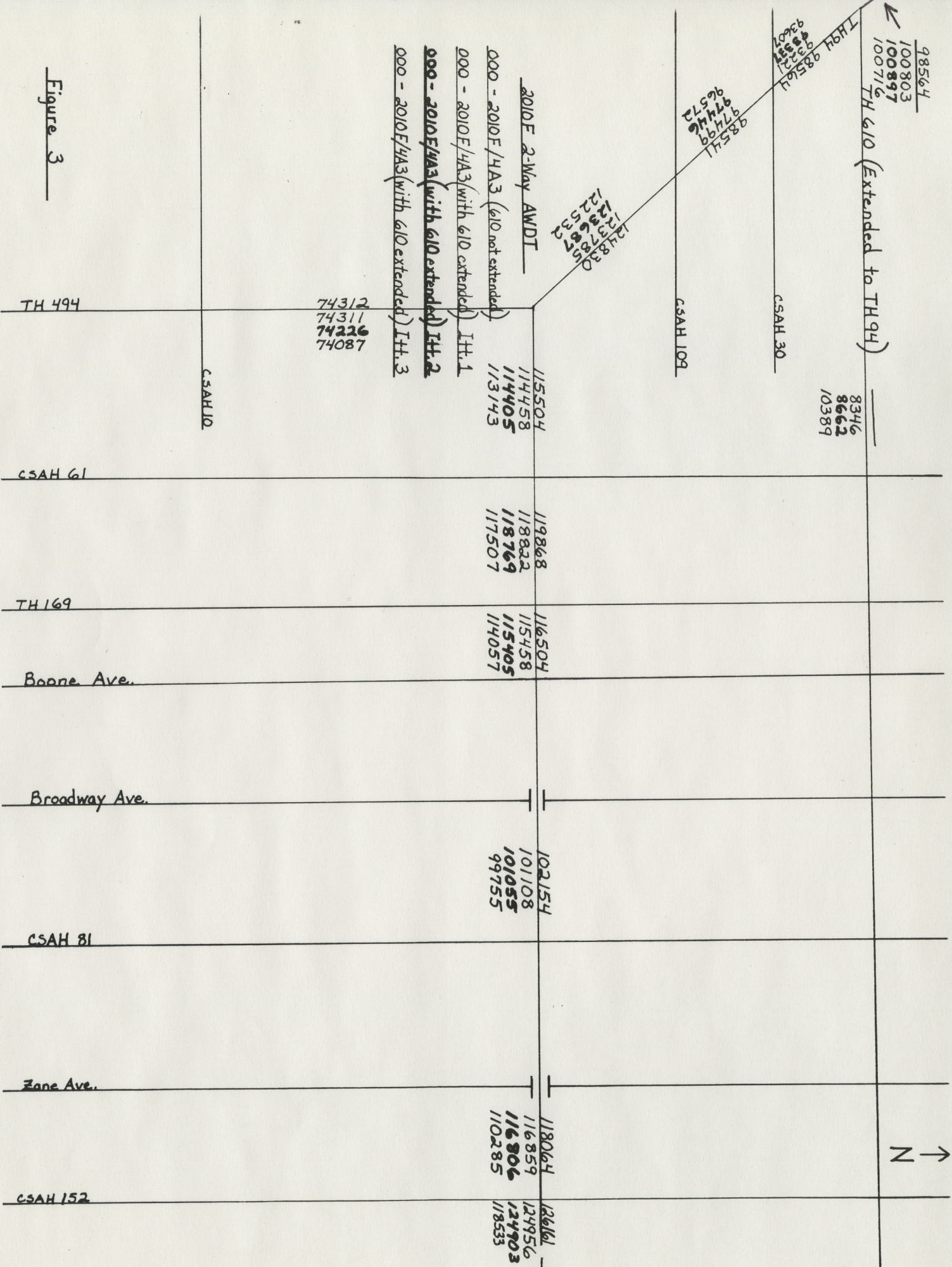
Broadway Ave.

CSAH 81

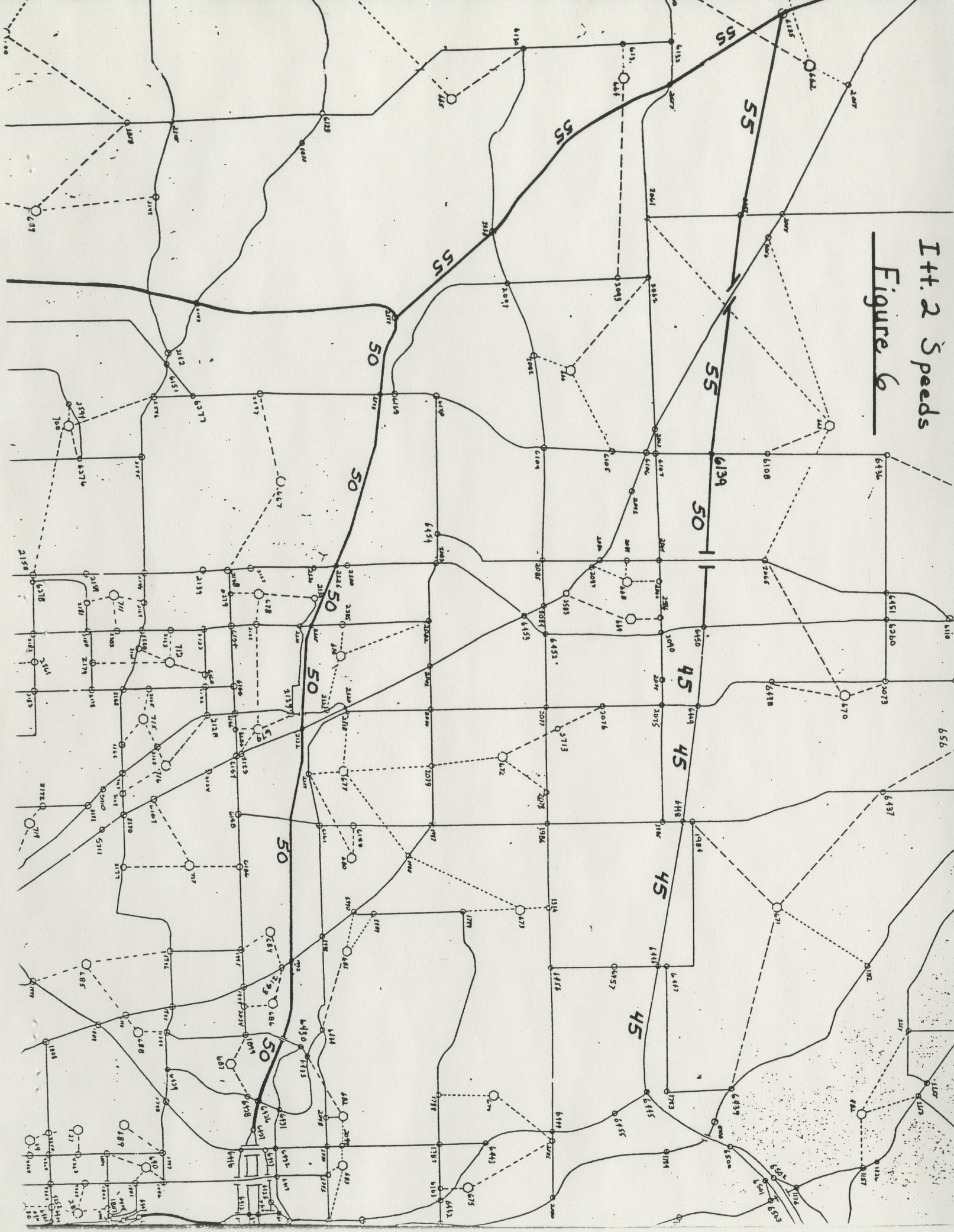
Zane Ave.

CSAH 152

Figure 3



I+I.2 Speeds
Figure 6



I+I.1 Speeds
Figure 5

